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WIDER DEVELOPMENT OF RESEARCH AND EXPERIMENTAL WORK IN PLANTS

The role of design-experimental divisions, research bureaus, and laboratories at automobile and tractor plants is one of steadily increasing importance in the task of fulfilling the postwar Five-Year Plan in the automotive industry. While great strides have been made, the function of such plant divisions is still not realized in many instances. It is to be regretted that directors of some plants fail, to appreciate the importance of design, experimental, and research work, allowing such divisions in their plants to go along inadequately equipped, staffed, and quartered.

The design-experimental division of the Gorkiy Automobile Plant, besides creating new models based on the GAZ-51, must improve the Pobeda passenger car. The gear shift must be transferred to the steering column, the exhaust muffler must be improved, and the power of the engine increased without altering the cylinder displacement.

The design-experimental division of the Moscow Automobile Plant named Stalin is a complex scientific-research institute. It has turned out the ZIS-110, first of the postwar cars, which is an automobile of the highest quality. The division cannot rest, however, until a hydraulic clutch has been installed, the horsepower of the engine raised from 140 to 160, and the body redesigned, making the ZIS-110 superior to any foreign car made. The ZIS-114 must likewise be improved.

At the Yaroslavl Automobile Plant, the design-experimental division has worked out a domestic 7-ton Diesel truck. They are to create a 12-ton three-axis truck based on the IZhAZ-200, and a 12-ton truck tractor in 1948.

The design-experimental division at the Minak Automobile Plant must supplement the operation of the Yaroslavl Plant by working out 5-ton dump truck and tow-car modifications of the YaA2-200, as well as trailers and semitrailers of 6 - 30 tons.

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At the Moscow Plant for Small-Displacement Automobiles, the Moskvich must be improved in performance, durability of parts and units, and body design.

The Kuznetsi and Dnepropetrovsk Automobile Plants are examples of plants having inadequately equipped, quartered, and staffed design-experimental divisions.

The Vladimir Tractor Plant must create the design for a new tractor superior to the U-2 which it is producing at present.

The design-experimental division of the Lipets Tractor Plant must improve the fuel system, starter, and other parts on the KD-35 tractor.

The design bureau of the Stalingrad Tractor Plant must concentrate on modernizing and improving the SHTZ-MATI tractor. This model is produced at three plants, and the problem of converting it from kerosene to Diesel engine has not yet been solved.

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